NEWS OF THE RAILROADS.

MR, FINK TEMPORARILY AVERTS THE THREATENED RATE WAR.

he Presidents of Nearly All the Lines Agree Not to Meet the B, and O.'s Cut Until He Has Tried to Restore Harmony. There was a halt vesterday in rate cutting among the Western connections of the trunk lines to meet the reduction of the Baltimore and Ohio in grain rates from Chicago to New York, Philadelphia, and Baitimore. It was thought inevitable that all the other lines ould follow suit as soon as it was plain that the Pennsylvania's Western connections had dropped to meet the Baltimore and Ohio. But to the surprise of everybody all the other lines stood firm, except the Lehigh Valley, which has a contract to carry a million bushels or so of grain from Chicago to Eastern points at a special rate.

As soon as Commissioner Fink was officially apprised of the Baltimore and Objo's action he promptly called a joint executive meeting of the Central Traffic and Trunk Line Associations to repair the breach, if po-sible, before the other lines followed the Reltimore and Ohio's example and imperilled the existence of the associations. At the same time he communicated with the trunk line Presidents, asking them to postpone any reduction in rates until after the joint meeting on Wednesday next. when he hoped that the occasion for a reduc-tion might be removed. Mr. Fink received answers from all of them, except the Presidents of the Pennsylvania and the Lehigh Valley. agreeing to stick to the regular rates until an effort could be made to settle the trouble.

Mr. Fink didn't bear from the Pennsylvania road until after the Pittsburgh, Fort Wayne and Chicago and the Vandalia line had met the Baltimore and Ohlo's cut. Then he received a communication from First Vice-President Frank Thomson, saying that Mr. Thomson had not received Mr. Fink's telegram until it was too late to postpone the action of the Western connections. But Mr. Thomson said that

at the meeting of the Trunk Line Executive Committee on Monday, which has been called the Line of the Lin

A Chicago despatch says that the notice of reduction in cattle rates by the Alton, Kansas (Hy to Chicago, from 27% cents to 22 cents, is not a surprise. It probably means the beginning of a desperate and perhaps dissasirans strings for business, but the Alton has made no secret of the fact that it had the move in contempration when it withdrew from the Inter-State Commerce Indiway Association. The rate will of course be promptly mat by the other roads. It may be three weeks before it goes into offect. According to a prominent railroad man, there is every chance that the rates will take a big tumble soon. There is no present nossibility of an agreement between the Western reads. The effect of bad blood is seen constantly, and it looks as though each is sengaged in an attempt to cut the other's throat. A Chicago despatch says that the notice

Bosron, July 6.—The attendance this morning at the office of the Railrand Commissioners to hear the evidence taken by the National Senatorial Inter-State Commerce Commission was much larger than yesterday. Tresident Cullom called upon Mr. Alden Sieare, President of the Beaton Chamber of Commerce. Mr. Speare had a prepared statement that he road to the committee. It includes resolutions passed by the Boston Executive Business Men's Association deprecating any interference with the competition of the Canadian roads with the New York lines.

Mr. Speare gave some statistics and reasons tending to support this position, and detailed the Beforts for various trade organizations to procure which from the unfair discrimination of the lines against Beston and in favor of New York before the interference of the Canadian lines. After this had appeared he said the matter began to assume a different aspect, and the American roads began to be more accommodating. The Canadian roads took the hoz draffic from the American lines took the hoz draffic from the American shecains of superior facilities. The American lines told the deniers in the vicinity of Boston that it was not in the interest of the trunk lines to foster anything but the trade channel from Chicago to New York, and if the firms had located disadvantageously it was their mistortune. The substantial thing the witness wanted was the continuation of present conditions. He thought the privileges as between Canada and the United States should be exactly reciprocal. If the Canadian competition were eliminated New England trade would suffer. New England has to pay from 25 to 40 cents ser 100 pounds more on everything from the West than does New York. There is thus a tax of 25 p.r cent upon New England trade with the New England has to pay from 25 to 40 cents ser 100 pounds more on everything from the West than does New York. There is thus a tax of 25 p.r cent upon New England trade with the American trunk lines. New England trade by the American trunk lines, New England to Bosron, July 6 .- The attendance this

use to them. With their termini under the jurisdiction of the United States, whatever commerce develops in Canada will be for the benefit of the United States.

Mr. Speare was not aware, as suggested by Senator Reagam, that the business of the Canadian Pacific road and been largely increased since the adoption of the inter-State law. He had never seen any evidence to substantiate the statement that the Canadian roads recoup on Canada business losses incurred in competition with American roads. If the Canadian roads ecould be placed under the regulations of the Inter-State law it would be agreeable to New England. New England, low-ever, was satisfied with the present condition of things and would like to be let alone.

President H. B. Goodwin of the Boston Executive Business Association detailed Boston a disadvantages as compared with New York, and said these disadvantages would be increased should Canadian competition be withdrawn. Forty per cent, of the grain coming to New England comes by Canadian roads in winter; in summer the proportion is larger. The Grand Trunk road was the pioneer in giving accommodations to the produce traffic, and the American roads were forced to fail in line. The Inter-State Commores law affects New England adversely, because all its traffic is inter-State, while New York has one line entirely within its borders, Alter the passage of the Inter-State aw through rates were taken from a large number of New England points. The Canadian raffic tended to equalize the effect this had. The Canadian lines had not been wockers of rates. Before this the trunk lines seemed to consider New England a ground for preying upon. Boston has for many years had a hard struggle to retain her traffic, and it is important that nothing should be done to millitate against her Interests. If these Canadian roads should arrange to ship from Canadian ports it would hurt Portland, but would not affect Boston. He thought to Canadian ports it would hurt Portland, but would be in favor of the receal of the Inter-Stat

verse to the present beneficial competitive influence.

At the afternoon session the Hon, William L. Putnam was heard on behalf of the Portland delogation. He said the sentiment of Portland business men was solidly against any legislation which should interfore with the present bonded system of the Grand Trunk and Canadian Pacific roads. The Grand Trunk and he, we have found to be a road that fulfile all its obligations, although it is governed by too much red tape. Mr. Putnam spoke of the connections West which Judine had established via Ogdensburgh through Canada, and said they felt that their investments were as much entitled to the protection of the United States as any investments made on our side of the line. What Portland men feared was that Congress, by some legislation to which it might be urged by the cryof protection against Canadian roads, would drive Canadian roads to their own territory.

own territory.
President Westcott of the Portland and Roch-

President Westcott of the Portiand and Rochester road urged the importance of retaining the present bonding system, and in substance said he would simply have things let alone.
Sidney M. Thaver and Judge Nathan Cleaves of Portland addressed the committee briefly in support of the position taken by Mesers, Putnam and Westcott.

M. L. Sargent of Boston, representing the Arkwright Club, and T. S. Edmands, Treasurer the Cocheco Manufacturing Company of Dover, N. H., said that until the Canadian roads got into New England the works had to pay an arbitrary rate of 25 cents per bale on cotton, but after the Canadian roads came in the American roads abolished this rate, not because the Canadian roads actually carried the cotton, but after the canade in the possibility of their carrying it. Therefore, the cotton mills were onposed to the elimination of the Canadian roads from New England. New England.
The hearing then adjourned until Monday

The hearing then adjourned until Monday morning.

Nathan T. Swan of Bangor is the oldest railroad conductor in the United States in noint of actual service. He began railroading in 1840 as conductor on the Bangor, Oldtown, and Milford road, which was the second railroad built in this country, and has been punching tickets ever since. He is now conductor of the principal passenger train on the Bangor and Piscataquis road, running from Bangor to Moosehead Lake and return, a distance of 175 miles, every day, and he is known by all the tourists and fishermen who have travelled that way for years past. There have been great changes in railroading since Conductor Swan began his career on wheels. The Bangor, Oldtown and Milford, better known as the Vexale Railroad, from its projector and principal owner, tien. Samuel Veazle, was a great institution in its time, but would be a curiosity to day, it was built about the year 1836, and extended across the back country from Bangor to Milford, a distance of twelve miles, being intended, principally, as a means for the transportation of lumber sawn at the up-river mills to Bangor, although a considerable passenger traffic was also developed. There were no curves, the line running straight as an arrow from one end to the other, big ledges having been biasted out and high hills cut through to make way for the roadbed, while at places great hollows were filled in to avoid anything like a grade. The rails were 12 feet long, 25 inches wide, and 3, of an inch thick, spiked to timbers, after the fashion of a street car track. The roiling stock at the outset consisted of two six-ton locomotives, built by Stephenson at Newcaste-on-Tyno, Eng., at a cost of \$6,000 each, and a few flat cars for carrying lumber. The engines had no cabs, while the passenger cars had their entrances along the sides, English style, and the brakemen perched on top. Six miles an hour was the maximum speed on the road, but this rate was seldom attained. The old road was discontinued long years ago, but its bed

Watkins, Campbell & Co., for themselves and other creditors of the Richmond and Allegheny Railroad Company, have entered suit in the Chancery Court at Richmond and Allegheny Company to recover of the defendants, who the bill says, are or were stockholders of said company, their pro rata share of \$4,940,000, difference between \$5,000,000 of the stock of the company subscribed for and \$80,000 actually aid in, as shown by the sworn statement of paid in, as shown by the sworn statement of Scoretary E. R. Leland, Mr. James G. Blaine is one of the persons made parties to the suit.

One of the neatest of railroad summer guide books is entitled "Out on Long Island." Es-sides describing the best summer resorts, it furnishes a good deal of information to those in search of homes in easy reach of the city.

Assistant Superintendent F. J. Griffith of the Delaware, Lacsawanna and Western limitroad, lost a fine gold watch last winter, which was given to him by the commuters of the Morris and Essex road when he was a conductor on the road. Thieves broke into his house at night and took it. He never saw it agair, but another gold watch, worth several hundred dollars, came to him last week from the present conductors under him, as a token of their esteem for him. Conductor Chittenden, who had just returned from making speeches at the Deuver Convention of conductors, made the presentation. Mr. Griffith has been nearly twenty years with the road.

Frank McKeever was the conductor in charge of the first train that went ever the Oyster Bay extension of the Long Island Raifrond, and, with Brakemen William King and James Kearney, handled the crowd well and saw that no mishans occurred going out. But in coming back, just when trains were most numerous, taking commuters to their homes. General Superintendent J. D. Farton was boss conductor, running here and there," getting orders "from the train master, to the great pleasure of President Corbin and the rest. Mr. Earton mustakave recalled the time when he was a brakeman and vice-President Norion the time he was a gateman. ras a gateman.

The first half-boliday trains on the Eric were very much of a success. The main line train left Jersey City at 1/12 P. M., those on the Kewark branch and Northern of New Jersey at 1/14, the Ornage branch at 12/53 P. M. and the Greenwood Lake train at 2/04 P. M. They continue during the summer. The Frie road has got out at third summer book, describing excursion roates and rates, and furnishing enough variety to satisfy any taste.

enough variety to salisfy any taste.

The section of California on wheels, consisting of a carload of the first fruits of that State, such as the Board of Traid thought good enough to exhibit around the country, has been viewed by shout 10,000 persons since it arrived at the Eric depot in Jersey City. The idea was taken from the Sioux City corn train, only there isn't so much of it. The preserved and dried fruits and the wines are perfect of their hind, and Messrs. E. McD. Johnstone, D. J. McDonaid, and Howard Tibblits, who have charge of the expedition, have allowed the wines to be sipned in order to test their virtue. Over 400,000 reopic have looked at the 5-pound potatoes and 9-pound bunch of grapes. When they get home they will have travalled 10,000 miles. The cars are furnished by the Southern and Central Pacific Railroad Companies free of charge.

George R. Fitch has been appointed general

George R. Fitch has been appointed general Eastern agent of the Wisconsin Central Rull-road, with headquarters in New York city; W. W. Scully, commercial agent at Pittsburgh, and C. P. Gothlin, general agent at Cincinnati

The offices of the traffic department of the Chicago, Milwaukee and St. Paul Railroad will be removed from Milwaukee to Chicago as soon as arrangements are completed.

The reorganization of the consolidated Wabash is being rapidly effected. These appendiments have been made to take effect on July I: M. Knight, froight traffic manager; II. I. Mage, general superintendent, headquarters at St. Louis; J. I. Barnes, superintendent of motive power and machinery with headquarters at Springfield. III.; M. M. Martin, superintendent of the car department, Decatur. III.

Montrose the capital of Susquehanna county, Pa., is moving to get an all-rail direct connec-tion with the Erie and Delaware and Lacka-wanna roads, and Great Bend and Bingnamton

are bidding against each other toward securing the prospective terminal advantages for their respective towns. Each party has its corps of engineers out, making surveys for its favorite route, Great Bend claims that it has a feasible route, by which the Eric and Delaware and Lackawanna roads may be reached in a distance of sixteen inles. Binghamton admits that it will require at least twenty-five miles of new road to reach the desired connections at that point, but, as an offset to this disadvantage, it claims superjor terminal facilities in that point, but, as an onset to this disadvan-tage, it claims superior terminal facilities in all respects, particularly in the matter of a prompt and first-class train service in all di-rections. Appearances indicate that in the struggle for the prize Einghamton has the call.

prompt and first-class train service in all directions. Appearances indicate that in the struggle for the prize Binghamton has the call.

Now that the Canadian Pacific Railway has been built across Maine to a connection with the Bangor and Piscataguis Railcoad at Greenville, and with the Maine Central system at Mattawamkeng, all the provincial scaports which have been clamoring for selection as the Atlantic terminus, and the projectors of the road themselves, have suddenly made the siarming discovery that the United States Government may refuse to grant the company bending privileges, Without these privileges the new road would be practically useless, and all the millions expended in the section for its construction thrown away. Not a pound of freight has been hauled through the State by the Canadian so far, and its through passengers are subject to great annoyance when they come over the border. The law firm of Wilson & Woodard of Rangor are counsel for the road in Maine, and Mr. Woodard recently want to broriand and procured a cony of the document which gives bonding privileges to the Grand Trunk Hailway. Armed with this he started for Washington, where he had an interview with several procured a cony of the document which gives bonding privileges to the Grand Trunk Hailway. Armed with this he started for Washington, where he had an interview with several procured a cony of the document to Secretary Windom, who in turn passed him along to Solicitor Hebburn of the Troasury Department, but after many interviews and much talk Mr. Woodard returned home without any encouragement, and thus the case stands. Every passenger's baggage is examined by customs officials on the border and duty collected, whether the passenger gets off the train in Maine or not. The opinion prevails here that American trunk lines have formed a combination to choke off the Canadian volta feet that American trunk lines have formed a combination to choke off the Canadian would erect great machine shops and car works in Maine is regarded as a

Several worthy firemen of the Long Island Ratirond have recently got engines of their own. Hereafter they will be known as Engi-neers Patrick Sturray, Hugh Riddle, John Gal-vin, and Henjamin Bentley. A number of en-gineers from other roads have also joined the force on the island.

The Long Island Railroad has just complete

For several days past the Long Island Rail-read has been surprising people by running six trains a day to Far lockaway around by Valley Stream in addition to the regular service by the Rockaway Beach branch. This gives the Far Rockaway and Averne people much better facilities, and they can go and come when they please without close figuring, as heretolore. It will probably be continued throughout the season.

The new car and repair shops of the Long Island Railroad at Richmond Hill are well on toward completion. The engine room, whence the jower is to come for hoisting the locomotives when they need to be overhauled, and for running the big lathes, has a brick chinney 125 feet high. The company has just begun to remove the machinery from the shops at Long Island City to the new works at Richmond Hill.

Fred White, a farmer of Berrien county, Michigan, has filed a complaint with the Inter-State Commerce Commission against the Lake Shore and Michigan Southern Railway, chargsnore and Menigan Southern Rahway, charg-ing them with carrying on a rigaratic system of robbery by taking five pounds of wheat from every load weighted at their elovators by means of false weight. White is backed by a large number of wealthy farmers in Berrien county and northern Indiana.

The Board of Railroad Commissioners have decided in the marter of the petition of the Uister and Delaware Railroad Company, under chapter 236 of the laws of 1889, for a certificate relieving said corporation from the obligation to extend its road on the line of the old Kondout and Oswego Railroad (whose property and franchise the Uister and Delaware bought under foreclosure) from Stamford through the town of Harpersileid in Delaware county to Oneonta; that the Uister and Delaware should not be compelled to complete said line under all the circumstances, and inasmuch as there is a line in course of construction paralleling the old route and only a few miles from It, which will accommodate a larger territory. The line which is being constructed will connect with the Uister and Delaware, making a through line from Rondout to Oneonta. The town of Harpersifield resisted the application of the Ulster and Delaware Company on the ground that the town had bonded itself or \$100,000 to enable the old Rondout and Oswego Company to build a road through the town and nad never received any benefit. The Board of Railroad Commissioners have

Under the amendment to the Inter-State Commerce act of March 2, 1889, the Judges of the United States Circuit and District Cours were authorized to issue the writs of mandathe United States Circuit and District Courts were authorized to issue the writs of mandamus to compel common carriers to transport the traffic of any applicants upon the same terms they accept from other shippers for like service. Under this act J. C. Clayton of New York. counsel for Nelson Morris and the American Live Stock Transportation Company of Chicago, filed a petition in the United States Court in Utica for a mandamus to compel the Delaware. Lackawanna and Western Italicoal Company to receive and transport petitioners' cars from Buffalo to the scaboard upon the same terms as they charge Schwartzechild & Sulzberger and other shippers. After reading the retition Judge Coxe promptly issued an order to the defendant to show cause, on July 11, why the mandamus should not issue.

Chairman Findlay of the Trans-Missouri Railway Association announced in Kansas City yesterday that he would impose the stimulated line upon the Union Pacific Railroad for taking arbitrary action with the Alton in reducing the passenger rate to \$26 from Chicago to Denver. All the lines were represented at the meeting, and the representatives all apprehended very serious trouble on account of the reduction, which was not only extended to Chicago, but also to St. Louis. Said a representative of one of the lines to day: "Evidently the Alton did not take into consideration the alarming extent to which the reduced rate will be applied. We will all meet it and the cut will affect rates in every direction."

Frank A. Palmer, general Western passenger agent of the Chicago, Detroit and Niage a

Frank A. Palmer, general Western passer-ger agent of the Chicago, Detroit and Niagera Palls Short line, has been appointed assistant general passenger agent of the Consolidated Wabash Railroad, with offices at Chicago.

The consolidation of the Cincinnati, Indianapolis, St. Louis and Chicago Railway (Big Four with the Cleveland, Columbus, Cincinnati and Indianapolis Railway (Bee Line) was periceted on Monday, and the roads will hereafter be known as the Cleveland, Cincinnati, Chicago and St. Louis Railway Company. M. E. Ingalis will be President and Robert Blee general superintendent. general superintendent.

H. L. Chaeman has been appointed travelling freight agent of the Northern Pacific and Wis-consin Central in the Eastern States. He was formerly New England agent of the Mi-souri Pacific.

Two more handsome vestibule cars have just come out of the Bañalo shops of the Wagner Falace Car Company for service on the Chicago limited of the New York Central Railrond. They have all the latest improvements, and are filmished in the highest style of decorative

The Central Railroad of New Jersey is fast pushing its four tracks westward to Bound Brook, where it connects with the Philadelphia and lieading to form the Philadelphia new line. When the fourth track is completed to that point the Central will have thirty-one miles of the best roaibed in the country, on parts of which as good time has been made as on any road in this vicinity. Probably trains will be running over the fourth track by Aug. 15.

Other improvements that the Central is making are the nincteen new iron bridges and two drawbridges on the Newark branch. Three new drawbridges are being put up between Eirzebethport and Woodbridge Junction.

Gen. Cameron's Bequests.

HARRISBURG, Pa., July 6 .- Gen. Cameron's will has not yet been admitted to probate, but the following are said to be among its bequests: Harrisburg Hospital, \$10,000; Home for the Harrisburg Hospital, \$10,000; Home for the Friendless. Harrisburg, \$10,000; his library and \$5,000 to the Young Men's Christian Association of Harrisburg as the foundation of a library for journeymen and apprentices; Mra. James Duffy of Marietta \$5,000 in grateful recognition of her uniform kinchess to his son simon; German Reformed Church of Maytown, Lancaster county, \$5,000 and a parsonage; John Campbell, his servant, \$2,000; old Donegal Church, \$2,000; Harris Park, Front street \$1,000. A legacy of \$5,000 to his sister, Mrs. Bobbs of Indianapolis has lapsed by her death

A Hurricane Wrecked the Granada, San Francisco, July 6.—A private letter from folions gives the first facts about the cause of the wreck of the Pacific mail steamer Granada. It dec ares that a reat hurricans prevailed along the Mexican coast on dune 22. searcile being blown twenty miles thand. The francia chromatered this burricane, and was blown on the point of rocks just below the mouth of the April liver. It was 11 o'clock at night when the steamer struck, and the sea was extremely leavy. Only the coolness and skill of Capt Desring and his crew saved the passengers. MEN'S SHIRTS AND DRAWERS.

POINTS ON SUMMER UNDERWEAR.

Wool or Merino Sald to be the Contest, and Why-Lines an Abomination, and Lists Thread Garments Are Not Much Better. "Please give points on undershirts and drawers for hot weather." was the request that a young man sent to THE SUN.

It is difficult to tell the inquirer just

what kind of drawers or undershirts to buy, because the kind that may suit one man perfectly may not do at all for an-There is everything in the whim of an individual, and there is a great deal depending upon the kind of body to be clothed, and the exercise or lack of exercise to which it may be subjected. Nevertheless, there are some general principles governing dress for warm weather which will serve as a guide. One's mother generally knows all about these principles, and is the best adviser about such things, but it isn't every young man in Gotham who has a mother to consult about such matters. Probably there are thousands of roung men and old men, too, herein the city who will remember how, when they were boys at home in the country or some other city. their mothers used to buy all their underclothes for them. Then everything was all right, sticky, wet feeling that a fellow will have now when he is away from his mother and puts on a wrapper that he has bought himself, not knowing whether it would be cool or not, but thinking that it would be because it looked so The first thing a man has got to do in summertime in order to be cool is to perspire. It

is necessary to perspire all the year, in fact, in order to be healthy, but perspiration in a proper degree in hot weather is a necessity. Then the next thing to do in summer months to be cool is to get rid of the perspiration. If you clothe yourself so that it cannot get out into the air you are going to be very uncomfortable. Here is where the undergarnents come into play. There are some which get the perspiration away from you quickly; there are others which do just the contrary. It is obvious, therefore, that that material is the best which will quicken the evaporation of the moisture from the body, or, at any rate, get it off the skin into the fibre of the garment. If you were to take a pitcher of ice water and wrap it loosely with inen, it would be found at the end of an hour that the linen was very wet. The linen has prevented the consensed moisture from passing out into the air. If around another pitcher of ice water there were placed some gauze merino, and this pitcher were exposed the same as the first one. it would be found at the end of the hour that the merino was wet. but not so wet as the linen. This proves that the merino is the better medium for this evaporation of the moisture on the outer surface of the pitcher. Now it is the same way with these textiles when they clothe the human body. Linen hinders the passing away of the perspiration. Merino facilitates it. Hence nerino is better and cooler than linen. If experiments are made with the other fabrics used for undergarments, it will be found that

periments are made with the other fabrics used for undergarments, it will be found that among several different fabrics, though each is of the same weight, there will be various degrees of the extent of the evaporation of the moisture from the pores.

There are undershirts and drawers of muslin and linen stuffs, of silk, of silk and wool mixed, of balbriggan, of Lisle thread, of gauze merino, and of natural wool are coolest. The gauze merino is woollen, and because it is woollen it is the best for warm weather. Lisle thread is cool in appearance, but it is made of hard cotton threads and it is not cool to the body. Balbriggan is also of cotton, but its threads are not so hard and it isn't woven so firmly, and hence it is better for wear. The one thing to remember is that woollen material will absorb the perspiration and at the same time permit it to be pa-sed away or dried out. Linen won't do this. The linen will keep the moisture that comes upon the surface of the body right there, because linen stuff has not the same quality of absorption that wool has. The garment which will make a man feel most comfortable will act something like a thick sponge. Everybody knows that there is nothing of the nature of sponge about linen, but that in a soft, delicate woollen garment there is something which will take the moisture from the skin, and so keep the body much drier than any other material.

Young men very often prove this in their endeavor to make themselves cool by going without any sort of undergarment and wearing their linea shirt directly next to the skin.

deavor to make themselves cool by going without any sort of undergarment and wearing
their linen shirt directly next to the skile.
Apart from the fact that this is not a nicething
to do, it is decidedly uncomfortable in its results, and those who have tried it have said so.
They say they are not as cool and comfortable
without their undershirt as they would be with
it. They haven't known the reason, but it is
easy to discover it upon a moment's thought.
The body has kept on perspiring, and because
the linen has been unable to absorb the perthe linon has been vanile by all the control the spiration the meisture has gatheed unon the spiration the meisture has gatheed unon the spiration the meisture has gatheed unon the spiration and a flame! shirt than wearing a linen shirt alone. The cause is entirely in the gatherption, first by the undergarment and then by the flame! Shirt. In fact this is the principle of the systems of dress about the principle of the systems of the systems of the systems of the principle of the system of the sys

drawers that have slits in the bottom of the legs, and it is quite a job to fold these over neatly and fasten them with the appended strings so that they will fit within the stocking. If there is any sort of disagreeable legwear this is the kind. The linen bandage about the leg hasn't any give to it, and when a man stoops over it will pull up the wrapping about the ankle, and the first thing he knows there will be a bunch of linen and stocking at the top of his shoes which will make him feel as if he wanted to swear. An ingenious man a few summers ago invented a sort of elastic end for linen drawers of this sort so as to get rid of the otherwise needed string and to furnish something which would lit closely about the ankle without binding. These, indeed, have been a great improvement. But if the drawers are made of linen the same objection must apply to them as applies to any garment of cotton or similar material to be wern next to the skin.

STATE SENATORS FOR PLATI.

Work Preliminary to the Election of a Suc-

ALBANY, July 6 .- Thomas C. Platt may be on his way to Alaska, but his licutenants in New York State are guarding well his interests. Chief among those interests is the election of Platt Senators this fall; men who can be depended upon to vote as he shall direct, when, in January, 1891, a successor is elected to William M. Evarts. Mr. Platt. of course, does not say now who is his choice for United States Senator, but Republican politicians strongly suspect that if they could penetrate into his brain they would read there the thought that the best man to take the seat of Mr. Evarts is Thomas C. Platt. It would be an interesting episode to have the new Republican boss of the State take the sent which was abandoned by Roscoe Conkling in 1881. Mr. Conkling's Senatorial term, it will be remembered, was served out by Elbridge G. Lapham, and the latter was succeeded in 1885 by Mr. Evarts; so that Mr. Piatt would be the successor in the direct line of Mr. Congling. It may be added that neither Mr. Lapham nor Evarts had the slightest ability for political leadership, and that Mr. Platt having abundance of it, will, if elected, undoubtedly revive powers of the office of United States Senator, which have been in

abevance since Mr. Conkling's resignation. Mr. Pintt, however, is too wary a politician to disclose his personal plans at present. Outwardly all that he desires is the election of Republican Senators friendly to him. As a first step to the accomplishment of this alm the Senatorial nominating conventions must be controlled. Mr. Platt's lieutenants in the various Senatorial districts are having much success in their efforts to push Platt candidates, and it now looks as if a majority of the Republican Senators in the interior of the State would be of this class. The prestige Mr. Platt has gained as the chief dispenser of President Harrison's patronage in this State, and the gratitude of the men who have thus gained office at the hands of Mr. Platt. bave gained office at the hands of Mr. Platt, have much aided the latter's licutenants in their task. Mr. Platt has outmaneavred Warner Miller, although the latter started with the favor of President Harrison. Mr. Platt was profoundly disappointed when he did not receive a Cabinet place, but when he found he could not get office for himself he tried to get it for his friends. Mr.; Miller, on the other hand, suiked; he would do nothing for his friends. As one of them said a few days ago: "We had been holding an umbrella over him in all storms for six or seven years, but when we came to him and asked him for his aid in giving a shelter in the present deluge he would do nothing."

Gov. Hill occasionally hears news from the Republican side of the fonce. Several days ago he said: I hear that about a week days ago he said: I hear that about a week days ago he said: I hear that about a week days ago he said: I hear that about a week days ago he said: I hear that about a week days ago he said: I hear that all the said and the said and

solutely controls, and he will name a good friend of his for the place.

Senator Sweet, another Platt Senator, is apparently to be renominated in the Seneca-Cayuga-Tompkins-Tloga district. He already has the delegates of his home county of Seneca; a dummy candidate, Assemblyman Enz. will be put up by Tompkins country, and Mr. Platt will give him the delegates of Tloga. Mr. Sweet, therefore, practically controls the decastes from Seneca, Tompkins, and Tloga countles, and can afford to disregard Cayuga country, which has two candidates in the persons of ex-Assemblyman Hunter and Noyes.

The only Miller Senator that it can now be predicted will be returned is Senator Sloan of the Oswego district. Senator Robertson, a Miller leader, is sour with disappointment over his failure to be reappointed Collector of New York, and will probably decline a renomination. It is doubtfull it Senator Hawkins, a third difficult to secure a nomination in Brooklyn and the Platt men, who now control the organization there. Senator Worth of Brooklyn, a fifth Miller man, declines a renomination. Senator Kelloga of the Warren-Essex-Clinton district, a sixth Miller man, declines a renomination. Senator Kelloga of the Warren-Essex-Clinton district, a sixth Miller man, declines a renomination. Senator Walker of the Ningara-tonesee. Wyoming-Livingstone district, a Seventh Miller man, has gone to Europe, and declines a renomination. The leading candidates in the old district of Webster Wagner, the counties of Saratoga, Schenectady, Montromery, Fulton and Hamilton, are David L. Wells, a Miller man, and Harvey J. Donaldson, a Platt man. It he Erie district the lieutenants of Mr. Platt are opposing the renomination of Senator Laughlin, anti-Platt Senator, but it looks as if Laughlin would deleas them.

It is thus apparent that in a majority of the Republican districts friends of Mr. Platt will probably be nominated for Senator.

FISH BIG AND PLENTIFUL

A Day's Record of Amateur Fighing Among

the Thousand Islands. CAPE VINCENT, July 6 .- Anglers who have visited the St. Lawrence River this senson in quest of black bass and muskallenge are enthusiastic over the results. The verdict all along the line is that game fish are abundant, that they are taking the hook readily, and that the sport in this region was never better. There is no use of any one trying to make a record bere for big fish, for some one will be likely to follow him next day with a bigger catch and a bigger fish story. Some of the fish tales affont now are enough to make any devotee of rod and reel envious, provided that he is debarred from laying the foundation for something equally good. The best thing about these stories is that they can be fully verified and the angler's record for truthiulness cannot be brought in question. Here are a few sample catches, the record in each case being for one day's fishing Thomas A. Chonabue of New York, 47 bass. Average H. B. Flumb of Buralo, 40 bees. Weight of largest, 35;

pounds.
H. M. Cutting of New York, 45 hass. Weight of largest, 33. Outing of New York, so now. Negation largest, 35. points.
Dr. Halley of Poughkeepsie, 40 bass. No small ones. The Hon. Thomas O. Avord of Syracuse, 25 bass. Weight of smallest 2 points.
Otto Magnus of the Cotton Exchange, New York, 21 large bass in one hour.
Jacob and George Russell of Brooklyn, 85 bass. Weight Jacob and George Russell of Brooklyn, 85 bass. Weight of largest, 136 pounds.

J. M. Gilbert, A. B. Blodgett, and D. E. Fetit of Syracuse, 102 base. Total weight about 269 pounds.

James E. Easton of Brooklyn, one muskallongs weighing 30 pounds.

Procedure, Procedure, Procedure, 2014, 2015, 2015. os A. Smith of Frocklyn, muskallonge weighing unds. Landlord Fox sent this fish to Rolla Thomas. 28 pounds. Landlord Fox sent this fish to Rolla Thomas.
74 Warren street, New York.
Mr. and Mrs. John Weckesser, a 12-pound muskal-longe.
G. W. Sikes of Brooklyn, a pickerel weighing 17-pounds. All of these catches have been made within a All of these catches have been made within a few days by summer visitors on the river. Mr. Easton's muskalionge beats anything that has been taken so far this season among the Thousand Islands. A 35-neunder was cartured about two weeks ago at Ogdensburgh, and one weighing thirty-four pounds was taken from Red Lake, near Redwood, at about the same time. Catches of ten and twelve pound pickerel have been numerous enough to satisfy the most avaricious members of the angling fraternity. Wet weather is the only thing that has been in the way of the most perfect sport. The angler has had to catch his time for ishing before he could eatch his fish.

NO WINE AT THE SACRAMENT.

A Move of the W. C. T. U. of Buffalo which the Clergymen Do Not Endorse.

BUFFALO, July 6 .- An interesting controversy has been created here by the action of the Women's Christian Temperance Union in trying to have wine at the sacrament abolished. The Union, believing that there is danger of the spread of intemporance at the very altar. propose to limit that danger by preventing the use of wine, and have appointed a committee to interview all the clergymen of the city on to interview all the clergymen of the city on the subject. Most of the ministers here have already been interviewed. The Rev. Mr. C. J. F. Wrigley of St. Mary's Episcopal Church said:

"The movement is a species of crankism and fanaticism with which the Episcopal Church will have nothing to do. Our church believes in temperance in all things. The teachings of the Bible and of the fathers go to show that the wine used at the Lord's Supper was fermented juice of the grape. We believe the Lord's practice is a safe one to follow. If one cannot use wine with prudence he can and should refrain from using it as a beverage. I always dilute sacramental wine about a hun-

always dilute sacramental wine about a hundred per cent. I believe it is generally so diluted."

The Rev. S. S. Mitchell of the First Presbyterian Church said the movement was zeal begotten of ignorance, if not impertinence, and that the Saviour knew what he was doing.

The Rev. M. C. Hyde of All Saints Church said he would not dare use a substitute for fermented wine.

said he would not dare use a substitute for fermented wine.

The Rev. Mr. Egbert of Calvary Delaware Avenue Presbyterian Church said he used ter-mented wine and should do so. Three former drunkards who had drank it at the sacrament told him it gave them no temptation. One Baptist and two Presbyterian ministers use unfermented wine, but almost all the other clergymen are for the real article.

We were sitting in front of Davidson's grocery one summer afternoon, when some one observed that "Old Taylor" was coming. He was a dried up, little old man, who might have been anywhere from 50 to 100 years old.

and he had a voice to remind you of broken glass rattling in a tin pan.
"Now, boys," said the village shoemaker, who was about 45 years old, and weighed 175 pounds. "I'll show you some fun. I'm going to scare old Taylor half to death."

The old man drove up before any explanations could be sought, and after hitching his old plug he stood for a minute to wipe the dust off his ancient plug hat with his elicow. The shoemaker took advantage of this to advance and say:

off his ancient plug hat with his ellow. The shoemaker took advantage of this to advance and say:

"Uncle Taylor, it is over twenty years ago that I sold you a pair of boots on tick. They have never been said for yet."

"They didn't fit, and they never will be paid fur!" hotly replied the old man.

"I have waited and waited." continued the cobbler." but my patience is finally exhausted. You must now pay me or I'll take it out of your hide.

"Goin' to lick me, hey!" shouted Uncle Taylor, as he drow back a step.

"I'll have to," answered the creditor.

"Then bitch right in!"

"Will you pay?"

"Uncle Taylor, I hate to break you in two. but if you don't pay that old debt I'll—"

Then come on!" squealed the eld man, and with that he swung and caught the shoemaker on the jaw and laid him out. He followed it up by pliing on, and he kicked, bit, scratched, and rounded so vigorously that inside of three minutes the cobbler was shouting to us to take him off. He was a licked man, Instead of having iun with the old man, the old man had made a circus of him. We hauled him into the shade of a surar hogshead and fanned him with a hat, and after about ten minutes he faintly remarked:

"Boys was I licked?"

"Well, that shows how a man can be mistaken" he aighted. "For over twenty was a licked."

"Well, that shows how a man can be mistaken." he aighted. "For over twenty was a licked."

"And by Old Taylor alone?"
"Well, that shows how a man can be mistaken," he sighed. "For over twenty years I have fondly figured that I could lick that old cuss with my eyes shut and both hands ried behind me, and now he does me up in a fight of my own picking and with all my tackle clear. It lease leave me alone tor a while, boys. My head swims and my body aches, and I want to reason it out and find some excuse for making a fool of myself."

nta and Obio.

JAMESTOWN, N. Y., July 6 .- Early this morning passenger train 10, east-bound, on the New York, Pennsylvania and Ohio Railroad, and freight train 85 came together near Kennedy. The wreck is one of the worst that has ever occurred in this vicinity. Both engines were demolished, freight cars were piled up, and the smoker of the passenger train was and the smoker of the passenger train was forced clear through the baggage car. Charles Eiseman of Moadville, Pa., enginer of the freight train, and Louis Wontz, also of Meadville, baggagemaster, were killed. Both firemen were injured. The only passenger hurt was fred Sibby of this city, who was alone in the smoker. He had time to jump before the crash, but sustained a sprained ankle. It was very foggy when the collision occurred. The blame is said to be on the engineer of the freight train, who should have waited at Kennedy for the passenger train.

LIVE WASHINGTON TOPICS REPUBLICAN BENATORS HAVE A TALK WITH THE PRESIDENT.

He Agrees with Them that They Should be Consulted in Regard to Appointments and Matters of Party Polley-The Commissioner of Indian Affairs Has His Wife Appointed his Private Secretary. WASHINGTON, July 6.- The Star to-night

says: "For some time there has been a great deal of talk about Harrison running things in his own way, without consulting with his party leaders, something as Cleveland did at first The impression that he had marked our such a policy for himself has been very strong with members of the party, who thought he was not ready enough to take their advice as to the matter of appointments. It has been much commented on, and there has been considerable feeling of doubt and uncertainty on the part of some of the leading Senators and Representatives, At the conference between the President and Senators Chandler, Alli-on, Cullom, and Do'rh, the day of the President's departure for Wood stock, the matter was thoroughly gone over, The Senators were auxious to know just where they were to stand. They told the President of the current impression, and urged upon him the correct induces the party acting as a party for its own safety and well being. They thought that no important move should be made without party consultation, and that the wishes of the leading party men should be considered in the appointments for their States. The result of the appointments for their States. The result of the talk was the Senators discovered that the President agreed with them on this point and Wass desirous as well as willing to have the advice of the party leadors. Accordingly the decided upon a caucus to be held in New York city. The party leadors understain that here after they are to have a little more say as to the affairs of the Administration, and that their wishes are to be regarded to matters that especially interest them. The date for the caucus has not yet been lixed, but it will be as early as it is possible to arrange for it and have those, Republicans present whose advice is desired."

The new Commissioner of Indian Affairs, Mr. Thomas J. Morgan of Rhode Island, who assumed charge of the office last Monday, has recommended to the Secretary of the Interior the appointment of his wife as his brivate secretary, and his recommendation has been approved by Secretary. Noble, and the appointment will be made. Mrs. Margan has been accustomed to act as private secretary for her husband. They have no children, and she has been abeen able to give consideratio attention to business matters. The sulary will be \$1,000. The business qualifications of the wives of some of the newly appointed Indian officials are furner illustrated by the solectice by Dr. Borchester, the Sunerintendent of Indian schools, of his wife as a special agent. The duties of the office require Dr. Dorchester to travel about the country visiting the different Indian schools. The appointment of his wife as a special agent canables her to accompany her husband on these official tours. She receives the per day and her transportation. Secretary Noble hesitated about making this appointment, as there is a prejudice in the minds of many against the selection by Government officials of members of their immediate family for places under the Government. The Secretary, however, concluded that as the Indian schools were consecuted that the only woman who ever held that office. Whether she will be continued in office when her husband returns to this city is a question that his not been determined. Senator Reagan of Texas is the first public man to have his wife compensated for services to the Government. Her name was last winter placed on the pay rolls of the Senator as been be fusioned the resignation of the Hon. Joseph E. John Thomas J. Morgan of Rhode Islan I, who assumed charge of the office last Monday, has

The Secretary of the Interior has accepted the resignation of the Hon. Joseph E. Johnston. Commissioner of Railroads, and ten days leave of absence has been gianted him. Commissioner Johnston tendered his resignation early in March, but action upon it has been deferred up to the present time.

Secretary Windom has abandoned the practice of holding public receptions, and will hereafter receive visitors by card only. He says that he cannot give proper attention to the business of the department if he is compelled to listen constantly to the appeals of office seekers. Ever since the 4th of March he has devoted the greater part of each day to these callers, and he has finally concluded that he has about all the information he needs on the subject. He says he was connected to resort to the new rule because of the lack of consideration shown by certain importunate callers, who repeated the same story to him day after day. He will, however, continue to see all persons who call on business, merely reserving to himself the right to determine whether the character of the business is such as to require a personal interview. hereafter receive visitors by card only. He

Cadetships at the Military Academy have been secured by Secors, Cole. Brooklyn, N. Y., Second district: Join F. Preston, Jr., Daltimore, Third district: Hugh A. Murray, New York city, Eleventh district: Norman L. Jones, Carrollion, Ill., Twelfth district: Joseph Mayse, Summit, Mass., Sixth district, and harron W. Giles, Austin, Texas, Tenth district, with Edward R. Cunningham, San Antonio, Texas, Tenth district, with Edward R. Cunningham, San Antonio, Texas, Tenth district, as alternate.

The Secretary of the Treasury has appointed The Secretary of the Treasury has appointed John C. Kaler to be inspector of bollers of steam vessels at the port of New York vice Edward Moreland, removed in April last. Mr. Kaler is a retired naval officer, and was at one time Assistant Chief of the Eureau of Steam Engineering, Navy Department.

Superintendent of Census Porter has decided upon the appointment of John R. Kendrick of Philadelphia as special agent of the eleventh census for the purpose of procuring and compling stutistics of the carriet and uphoistery industries. Mr. Kendrick is editor of the Philadelphia (arpet Trade and publishes an annual statistical directory of the above-named lexible branches. He prepared the "tarpets" article for the current series of Appleton's Annual Cyclopedia.

The Secretary of the Treasury to-day appointed John W. Link of Madison, Ind., a suecial agent of the Treasury, and assigned him to temporary duty in New York. He will probably be stationed permanently in the West, Mr. Link was previously appendiced an internal revenue agent, and he resigned that office to accept his present place. Mr. W. H. Kniseler of Indiana was to-day appointed an internal revenue agent, vice Link, resigned.

The report of Col. Hughes, Inspector-General in regard to the case of Lieut, O. M. Carter engineer corns, has been received at the War Department. Lieut, Carter has charge of the river and harbor improvements in Georgia and Florida, and was charged by W. h. Curlis, a former employee, with bribery and cerrupt practices in connection with those works. The charges were investigated by Col. Hughes, and his report completely exonerates the officer, and describes the charges as "a traitorous and dastardly attack upon an innocent man." Col. Hughes says that masmuch as the Government is not blessed with very many servants who exhibit the zenl and expend the energy that Carter has shown in his work, great care should be taken to protect them from unwarranted abuse. The report has been approved by the Secretary of War. in regard to the case of Lieut, O. M. Carter, en

TANNER AND THE PENSIONS.

He Thinks the Country is Not Yet Ready to Stand Service Pensions. CHICAGO, July 6 .- Pension Commissioner Tanner arrived here from the West this morning. The Commissioner said he had spoken at Ottuniwa, Topeka. Council Bluffs, and Omaha.

and had spent soldiers' day in Crete The great cry he found to be that there was too much delay in granting pensions. "I have no particular recommendations to make to Congress," he said, "but if Congress will arrange matters so that every person who

will arrange matters so that every person who needs a pension can secure it. I dare say the Grand Army of the Republic will express wonderful unanimity in declaring it the best course. I copie North and South will say Amen, but I cannot say as much for the multiked-of service rensions. Congressmen with whom I have conversed about the Lovering bill as advocated by the Grand Army, say that the finances of the country will not stand it. "There are now about 350,000 pensions and 1,200,000 veterains, and the drain of 18 per month can be easily computed. No, let the service pension matter rest for some years. If Congress adjusts it so that only those who need and are entitled to pensions receive them that is all that can be asked."

A New Comet,

ROCHESTER, N. Y., July 6.-Prof. Lewis Swift director of the Warner observatory, discovered a new comet this morning at 2 o clock and 30 minutes. At 8 o'clock and 15 minutes its approximate position wes-right assemble 22 boars 52 minutes 28 seconds of clination much im dearres 80 minutes of m consisten-tion Pisces. It is moving west that a deares a day and south ten minutes. It is just visible through a three-lant telescope.

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